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ADB271624

LIMITATION CHANGES

TO:

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FROM:

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AUTHORITY

CSS memo dtd 22 Mar 2013

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3162

SECURITY CLASSIFICATION: UNCLASSIFIED

INFORMAL REPORT

VEHICULAR COMPONENTS & MATERIALS DIVISION  
MATERIALS BRANCH

TITLE: TRANSMISSION CLUSTER GEAR (M151 VEHICLE)

REPORT NO. 11512(I) (PART 5 OF 5 PART REPORT)

TECHNICAL LIBRARY  
REFERENCE COPY

DATE: 6 MARCH 1972

mar 72  
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Warren, MI 48397.

CRN: RM41342B (CN: PT-8-72)

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SECURITY CLASSIFICATION: UNCLASSIFIED

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US ARMY TANK-AUTOMOTIVE COMMAND  
VEHICULAR COMPONENTS AND MATERIALS DIVISION  
MATERIALS BRANCH

Report No. 1151(I)  
Date: 6 March 1972

TITLE: Transmission Cluster Gear (M151 Vehicle)

OBJECT:

Metallurgical evaluation.

MATERIAL SUBMITTED:

Quantity 1, P/N 8754341, Manufacturer  
American Motors General, Contract No. DAAE07-70-C-4861,  
Sub-contract: Chrysler-Spain  
Submitted by AMSTA-QST.

TEST RESULTS:

1. Visual Examination:

The teeth of the 16 tooth gear area were chipped severely on  
front leading edge and slightly on the trailing edge. The faces of the other  
three gear sections revealed some wear but no visible damage. The roots  
of the teeth showed evidence of shot peening. The part number, 7536154, was  
found stamped into the rear surface face of the large gear segment.

2. Magnetic Particle Inspection:

<u>Sample No.</u>	<u>Crack Indications</u>	<u>Location</u>
<u>1</u>	<u>None</u>	<u></u>
<u></u>	<u></u>	<u></u>
<u></u>	<u></u>	<u></u>
<u></u>	<u></u>	<u></u>

3. Hardness Test: (See Table(s) \_\_, \_\_, \_\_ )

Scale Used: Rockwell "C" - R "A"

Required: Surface Hardness RA 80-83

Core Hardness RC 25-38

Effective Case Depth .03" - .04"

Hardness at \_\_\_\_ Depth \_\_\_\_

SAMPLE GEAR NO.	FOUND SURFACE HARDNESS	CORE HARDNESS	EFFECTIVE CASE DEPTH RC 50 @, INCH	HARDNESS AT DEPTH
1 (16T)	RA 83	RC 36	PL .040", RL .036"	
2 (23T)	RA 80	RC 27	PL .034", RL .021"	
3 (39T)	RA 82	RC 27	PL .042", RL .026"	
4 (47T)	RA 81	RC 36	PL .044", RL .036"	
Ends	RA 81-84		Spec RA 81 min.	

4. Micro-Examination:

Microstructure, Required: Case Harden - Marquench

SAMPLE NO.	CASE	CORE	CASE DEPTH INCH
All	Cementite on tips	Tempered low carbon	
gears	temp. fine to med.	martensite with ferrite	
segments	acicular martensite	and bainite at grain	
	with retained austenite	boundaries	
	a little bainite on		
	surface pitch to root		

5. Chemical Analysis: (See Table(s) \_\_, \_\_, \_\_ )

Required Material: 8620H, 8622H or 8720H

opt. 8622H, 8620H or 8720H

SAMPLE

NO.

1

MATERIAL

8620H

See Inclosure 1

6. Additional Tests:

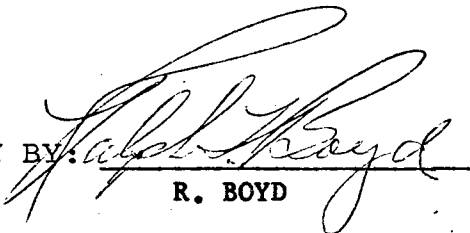
COMMENTS:

1. The case depth on gear 23T was below lower limit of .03" at the root line. The same was true for 39Tgear.


2. The microstructure of the surface areas revealed a thin layer (.0008") of upper bainite. In addition, the(cementite) massive carbides on the tips are objectionable for impact loading as they are brittle.

All tests were conducted on equipment bearing current certification of calibration.


WRITTEN BY:

  
R. BOYD

REVIEWED BY:

  
F. N. KISBANY  
C, Metals Sec

APPROVED BY:

  
E. R. MACKIEWICZ  
Actg C, Mat Br

CHEMICAL ANALYSIS

TO C, Metals Function  
(AMSTA-RKMM)  
ATTN: Mr. R. Boyd

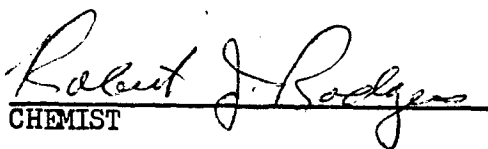
25 February 1972  
Mr. Rodgers/mk/31238

FROM Chemical & Spectrographic Unit

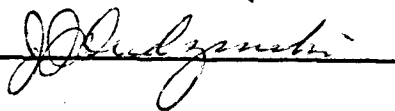
1. Sample: Gear Cluster RM41342B (PT-872)

2. Results:

<u>ELEMENT</u>	<u>GEAR</u>
Carbon	.20
Sulfur	.023
Phosphorous	.008
Manganese	.90
Silicon	.22
Chromium	.44
Nickel	.61
Molybdenum	.23
Vanadium	Trace

  
CHEMIST

APPROVED



Inclosure 1

REQUEST FOR SERVICES  
(ASPR 01-1900)

15 Feb 72

Suspense date  
21 Days after  
receipt of request

TO

C, Program Execution Branch  
(AMSTA-RPE)

FROM

C, Test Br (AMSTA-QST)  
System Performance Assmt Div  
Product Assurance Directorate

Contract No.

DAAE07-70-C-4861

AMCMS

721113.2331

CRN

A.I.T.

Contractor & Address  
Ford Motor Company

*AM General*

Material

1 ea differential pinion shaft 11660492  
1 ea gear hypoid bevel drive 11660493  
1 ea synchronizer insert 7059129  
1 ea insert retainer ring 7059128  
1 ea gear assy cluster 8754341

Specification

Control No.

PT-8-72

Drawing No.

Tests Required Evaluation of Metallurgical requirements to applicable part drawings and examination of damaged area

Tests (or Inspections) are to be conducted under 02 Priority. In the event of any discrepancy or failure during test, delay or inability to meet the suspense date, notify this office, AMSTA-QST ATTN: Mr. DuBay or Mr. Finnie, ext. 2346 immediately by telephone and followed by DF within five days stating reason for delay or failure.

All test and measuring equipment used on this project must be calibrated and must bear a current valid DA Label 80 (AMCR 700-9). Certification of calibration must be reflected in the final report.

Request test reports be forwarded to C, Test Br (AMSTA-QST); upon completion of tests, materials to be disposed of through normal supply channels.

Laboratory AMSTA-RKMM

Signature

163 Hrs @ 18.50

Labor Estimate 3016.00

Actual Cost

*William H. Carbary*  
WILLIAM H. CARBARY

NOTE: If suspense date cannot be met, an interim reply is requested.

TO

FROM

Comments

COMPLETION DATE: 3-7-72

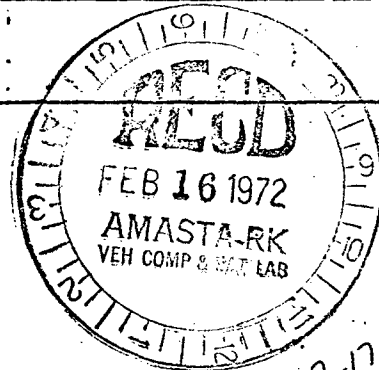
ACTUAL HOURS USED: 163

MATERIAL & EXTENDED:

REPORT NO.: 11512 (I) (Parts 1-5)

SIGNATURE:

RKMM  
OMA-RA  
Code AA





REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
PROGRAM EXECUTIVE OFFICE  
COMBAT SUPPORT & COMBAT SERVICE SUPPORT  
6501 EAST 11 MILE ROAD  
WARREN, MICHIGAN 48397-5000

SFAE-CSS

22 MAR 2013

MEMORANDUM FOR Defense Technical Information Center (DTIC-OQ), 8725 John J. Kingman Road, Fort Belvoir, VA 22060-6218

SUBJECT: Change of Classification Level to 4M151 Truck Documents

1. Reference Defense Technical Information Center (DTIC) Infosec "RE: M151A2 Documents retrieval and review" direction email of 14 December 2012.

2. In accordance with the above reference, please change the classification and distribution level for the following documents:

a. Document.

(1) The DTIC AD#: ADB271644

(2) Title: M151 Transmission Clutch Hub Insert – P/N 7059129

(3) Date of Document: 29 February 1972

(4) New Distribution/Classification: Distribution A. Approved for public release; distribution is unlimited.

(5) Reason for Change: This document has been reviewed for Operations Security (OPSEC) and has been deemed to contain no OPSEC concerns. The documents are for the M151 Truck that has not been in the military inventory since the early 1980s; the vehicle and associated documents are obsolete.

(6) Date of Change: Immediately

b. Document 2.

(1) The DTIC AD#: AD0474825

(2) Title: ENGINEER DESIGN TEST OF TRUCK, UTILITY, 1/4-TON, 4X4, M151 (RIDE AND HANDLING CHARACTERISTICS)

(3) Date of Document: 15 December 1965



SFAE-CSS

SUBJECT: Change of Classification Level to 4M151 Truck Documents

(4) New Distribution/Classification: Distribution A. Approved for public release; distribution is unlimited.

(5) Reason for Change: This document has been reviewed for OPSEC and has been deemed to contain no OPSEC concerns. The documents are for the M151 Truck that has not been in the military inventory since the early 1980s; the vehicle and associated documents are obsolete.

(6) Date of Change: Immediately

c. Document 3.

(1) The DTIC AD#: AD0857240

(2) Title: Product Improvement Test of Truck, Utility, 1/4-TON, 4X4, M151 Series with Modified Independent Rear Suspension System

(3) Date of Document: 27 June 1969

(4) New Distribution/Classification: Distribution A. Approved for public release; distribution is unlimited.

(5) Reason for Change: This document has been reviewed for OPSEC and has been deemed to contain no OPSEC concerns. The documents are for the M151 Truck that has not been in the military inventory since the early 1980s; the vehicle and associated documents are obsolete.

(6) Date of Change: Immediately

d. Document 4.

(1) The DTIC AD#: ADB273320

(2) Title: Bonded vs. Riveted Brake Lining Test

(3) Date of Document: 12 January 1977

(4) New Distribution/Classification: Distribution A. Approved for public release; distribution is unlimited.

SFAE-CSS

SUBJECT: Change of Classification Level to 4M151 Truck Documents

(5) Reason for Change: This document has been reviewed for OPSEC and has been deemed to contain no OPSEC concerns. The documents are for the M151 Truck that has not been in the military inventory since the early 1980s; the vehicle and associated documents are obsolete.

(6) Date of Change: Immediately

e. Document 5.

(1) The DTIC AD#: AD0810372

(2) Title: Product Improvement Test of Truck, Utility, 1/4-TON, 4X4, M151 Modified with Solid Rear Axle

(3) Date of Document: March 1967

(4) New Distribution/Classification: Distribution A. Approved for public release; distribution is unlimited.

(5) Reason for Change: This document has been reviewed for OPSEC and has been deemed to contain no OPSEC concerns. The documents are for the M151 Truck that has not been in the military inventory since the early 1980s; the vehicle and associated documents are obsolete.

(6) Date of Change: Immediately

f. Document 6.

(1) The DTIC AD#: ADB271624

(2) Title: Transmission Cluster Gear (M151 Vehicle)

(3) Date of Document: 06 March 1972

(4) New Distribution/Classification: Distribution A. Approved for public release; distribution is unlimited.

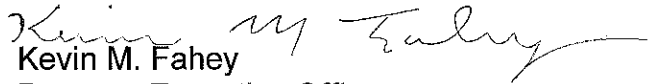
(5) Reason for Change: This document has been reviewed for OPSEC and has been deemed to contain no OPSEC concerns. The documents are for the M151 Truck that has not been in the military inventory since the early 1980s; the vehicle and associated documents are obsolete.

SFAE-CSS

SUBJECT: Change of Classification Level to 4M151 Truck Documents

(6) Date of Change: Immediately

3. The Point of Contact for this action is Robert Anick, Sr, email:  
robert.d.anick.civ@mail.mil or COM (586) 282-8448.

  
Kevin M. Fahey  
Program Executive Officer,  
Combat Support & Combat Service Support